



Porsche 911 GT1

Chassis #WP0ZZZ99ZXVS396103 - HEG Production #993-104



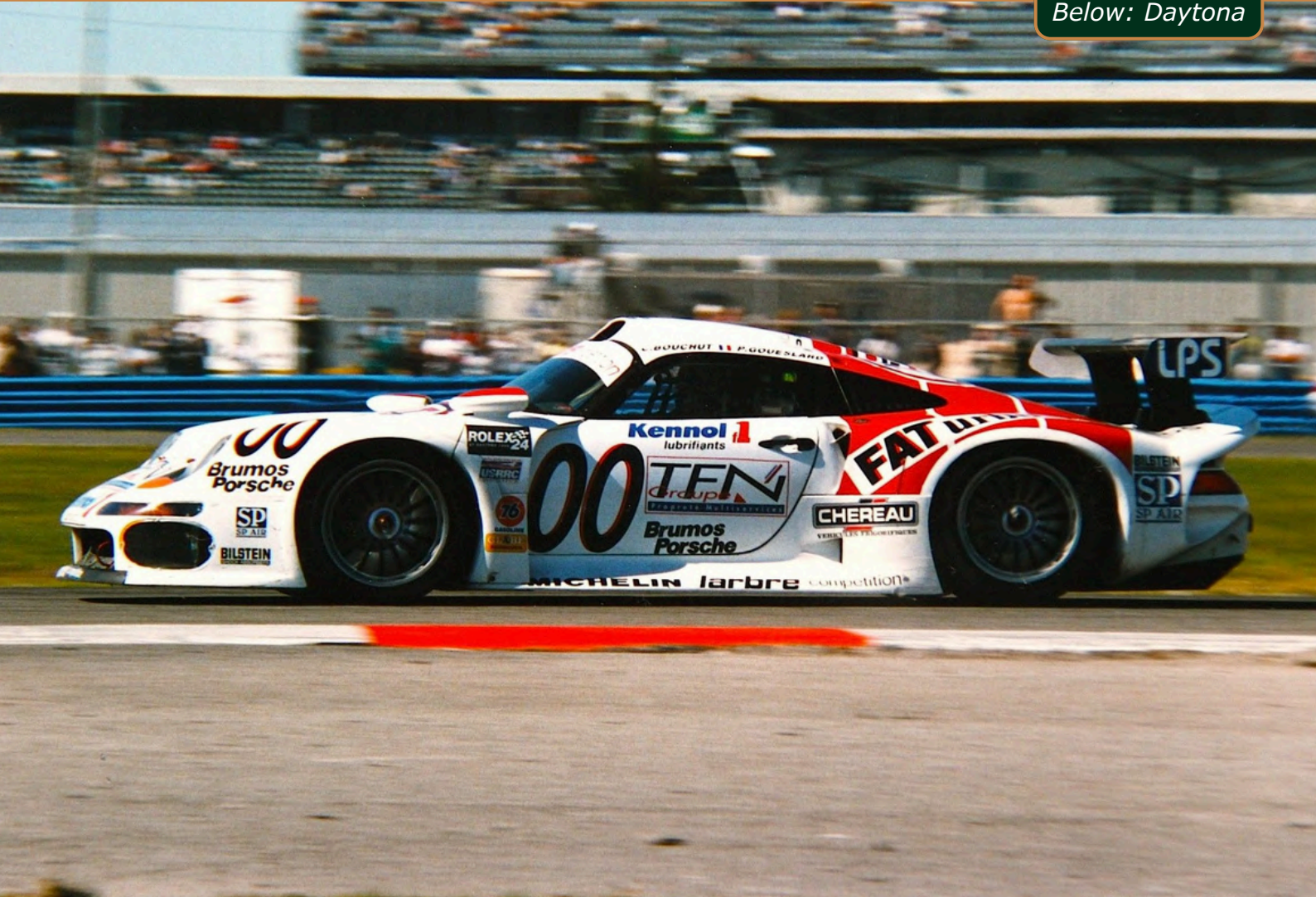
Daytona

3rd Overall - 1998 Rolex 24 Hours of Daytona

- One of just 18 Porsche 911 GT1 race cars produced
- Campaigned throughout 1997 by Kremer Racing
- Competed in the 1997 24 Hours of Le Mans in distinctive F.A.T. Turbo Express livery
- Achieved an impressive 3rd overall finish at the 1998 Daytona 24 Hours
- Entered in the FIA GT Championship and British GT Championship between 1997 and 1999
- Acquired by DK Engineering in recent years and currently undergoing a meticulous, full restoration



Above: Le Mans
Below: Daytona





Chassis 993-104 was one of five cars handed over at Mugello in March 1997, tested by the Kremer team and driven by Carl Rosenblad, Christophe Bouchut, and Klaus Ludwig. It debuted a month later at Hockenheim in the FIA GT Championship, finishing eighth overall, before retiring from the Le Mans 24 Hours while leading the customer GT1 class. Porsche replaced its engine ahead of the Nürburgring round, where it finished ninth. The car went on to contest four additional FIA GT rounds that season.

In 1998, entered by Larbre Competition, 993-104 achieved third overall at the Daytona 24 Hours, behind only the Rohr Motorsport GT1 Evo and a Ferrari 333 SP. It then competed in the British GT Championship with Millennium Motorsport, taking a single victory at Croft with Danish drivers Thorkild Thyrring and Le Mans winner John Nielsen. In July 1998, Team Dynamics entered the car in the British Grand Prix support race, where touring-car aces David Leslie and Matt Neal finished third.

Remaining in the UK for the 1999 season, 993-104 was campaigned by G-Force Motorsport in the British GT Championship, driven by John Greasley, John Morrison, Nigel Barrett, Sean Walker, and returning Thorkild Thyrring. At the car's final outing of the year in October, Walker and Morrison finished second at Silverstone.

More recently, in 2017, 993-104 appeared at the Goodwood Members' Meeting as part of a track display featuring an ensemble of some of the finest GT1 competition cars. After the car sustained heavy fire damage, DK Engineering acquired 993-104 and commenced a full restoration, which remains ongoing.



Date	Event	Team	Drivers	Race No.	Result
13.04.1997	FIA GT Championship - Hockenheim	Kremer Racing	Christophe Bouchut / Klaus Ludwig / Carl Rosenblad	21	8th
04.05.1997	24 Hours of Le Mans (Pre-Qualifying)	Kremer Racing	Christophe Bouchut / Carl Rosenblad / Andy Evans	30	21st
15.06.1997	24 Hours of Le Mans	Kremer Racing	Christophe Bouchut / Bertrand Gachot / Andy Evans	30	DNF
29.06.1997	FIA GT Championship - Nürburgring	Kremer Racing	Christophe Bouchut / Carl Rosenblad	21	9th
20.07.1997	FIA GT Championship - Spa	Kremer Racing	Christophe Bouchut / Carl Rosenblad	21	DNF
14.09.1997	FIA GT Championship - Donington	Kremer Racing	Christophe Bouchut / Carl Rosenblad	21	DNF
28.09.1997	FIA GT Championship - Mugello	Kremer Racing	Christophe Bouchut / Carl Rosenblad	21	12th





Competition History - 1998



EMKA Racing McLaren F1 GTR ahead of Millennium Motorsport Porsche 911 GT1.

British GT Championship, Silverstone - 05.04.1998

Date	Event	Team	Drivers	Race No.	Result
01.02.1998	Rolex Daytona 24 Hours	Larbre Competition	Christophe Bouchut / Patrice Goueslard / Carl Rosenblad / André Ahrlé	#00	3rd
23.03.1998	Silverstone (Test)	Millennium Motorsport	Dino Morelli / David Goode		6th
05.04.1998	British GT - Silverstone	Millennium Motorsport	John Nielsen / Thorkild Thyrring	11	5th
03.05.1998	British GT - Oulton Park	Millennium Motorsport	John Nielsen / Thorkild Thyrring	11	4th
24.05.1998	British GT - Croft	Millennium Motorsport	John Nielsen / Thorkild Thyrring	11	1st
14.06.1998	British GT - Snetterton	Millennium Motorsport	John Nielsen / Thorkild Thyrring	11	DNA
12.07.1998	British GT - Silverstone (GP Support Race)	Team Dynamics	David Leslie / Matt Neal	11	3rd

Period Images - Daytona 1998



Competition History - 1999



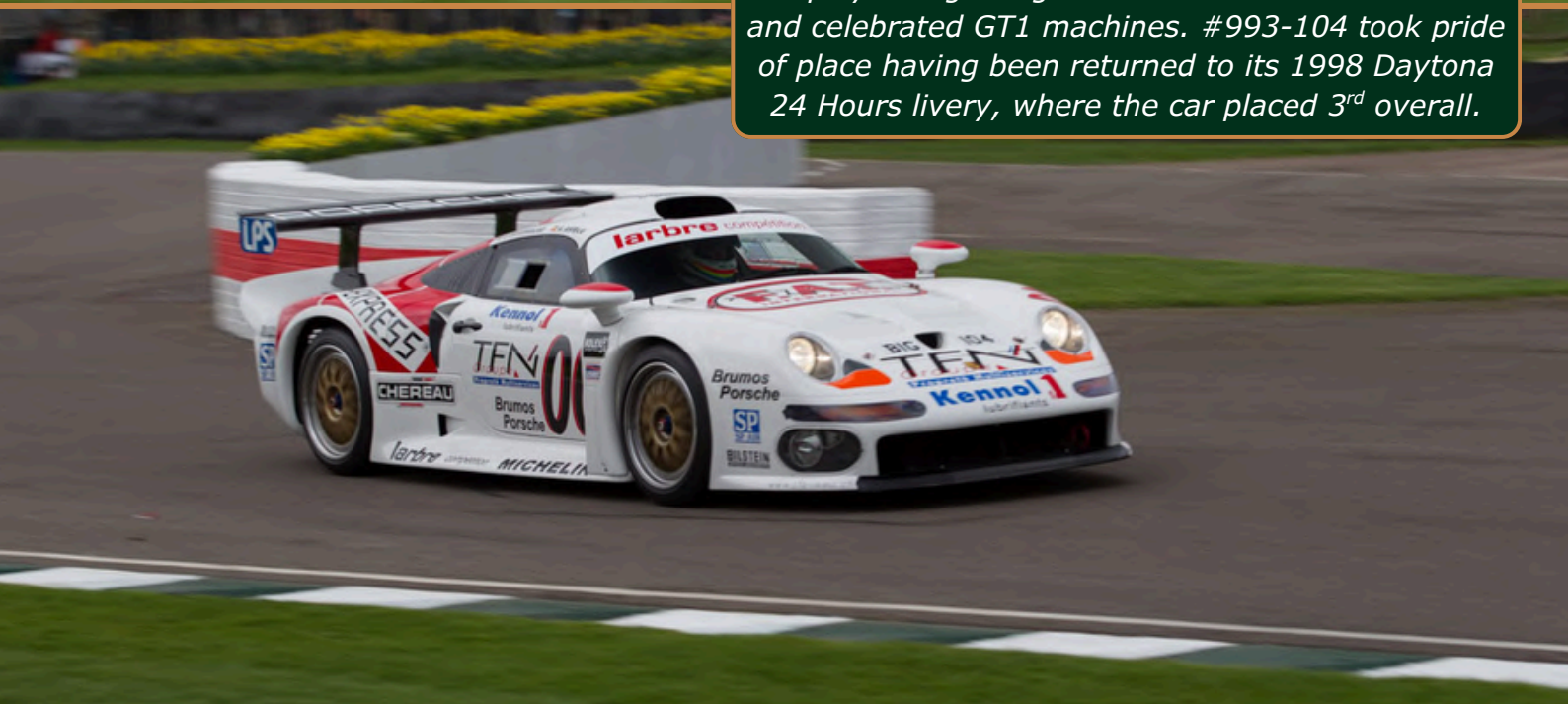
Date	Event	Team	Drivers	Race No.	Result
28.03.1999	British GT - Silverstone	G-Force Motorsport	John Greasley / Thorkild Thyrring	6	6th
03.05.1999	British GT - Oulton Park	G-Force Motorsport	John Greasley / Thorkild Thyrring	6	5th
20.06.1999	British GT - Brands Hatch	G-Force Motorsport	John Greasley / John Morrison	6	5th
11.07.1999	British GT - Silverstone	G-Force Motorsport	John Greasley / John Morrison	6	DNF
07.08.1999	British GT - Donington (Race 1)	G-Force Motorsport	John Greasley / John Morrison	6	DNS
08.08.1999	British GT - Donington (Race 2)	G-Force Motorsport	John Greasley / John Morrison	6	DNS
26.09.1999	British GT - Spa (Racing Festival)	G-Force Motorsport	Nigel Barrett / John Morrison	6	5th
10.10.1999	British GT - Silverstone	G-Force Motorsport	John Morrison / Sean Walker	6	2nd

Period Images - British GT 1999





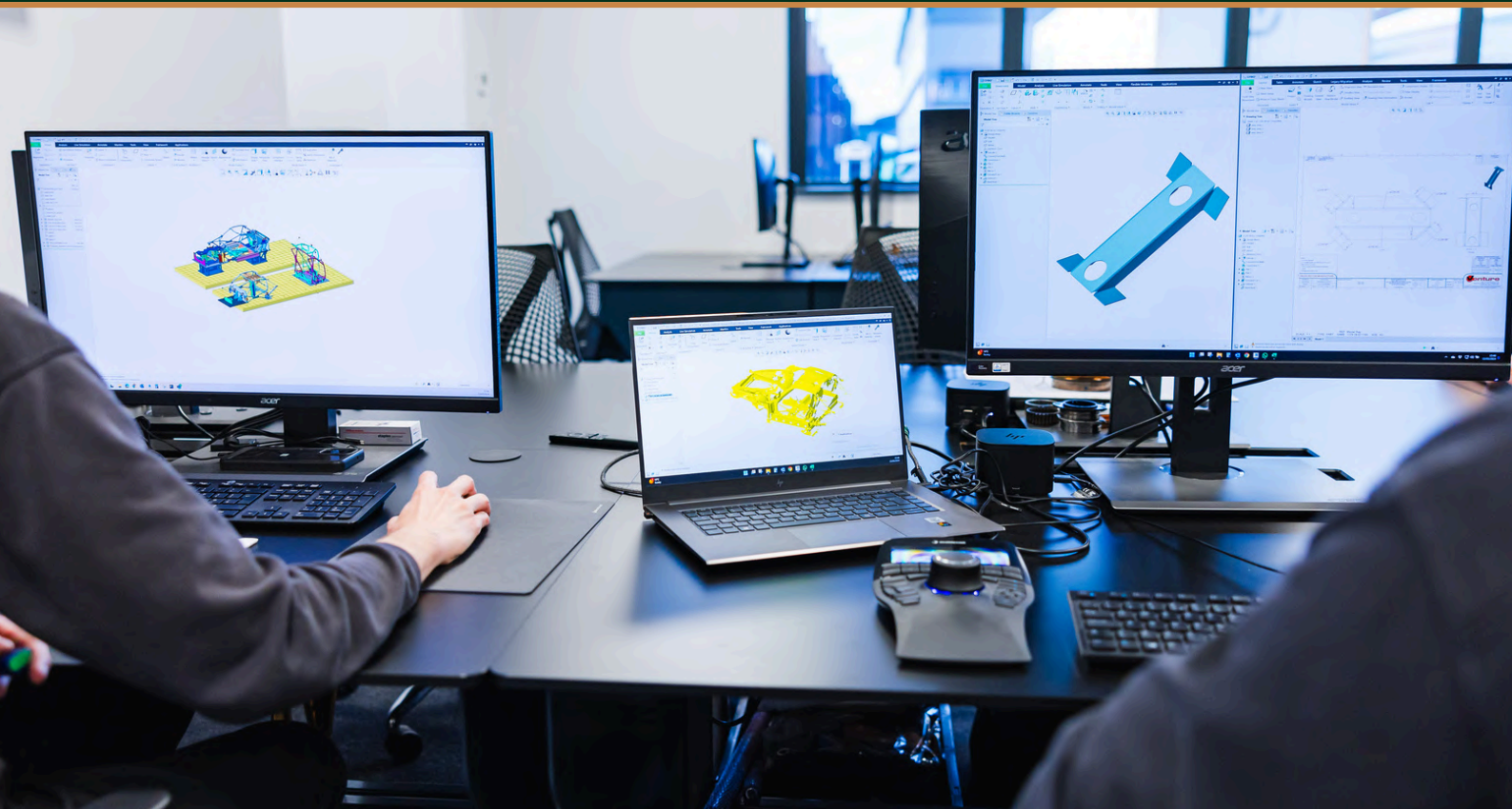
At the 75th Goodwood Members' Meeting, a track display brought together some of the most iconic and celebrated GT1 machines. #993-104 took pride of place having been returned to its 1998 Daytona 24 Hours livery, where the car placed 3rd overall.





After acquiring the car, DK Engineering commenced a full restoration in 2022. At present, the restoration is ongoing. With the aid of the latest advances in restoration technology, the GT1 will be returned to its original factory specification and finished in its 24 Hours of Le Mans livery.

The following pages contain photographs documenting the restoration process so far.



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This document has been created with the information available to DK at the time of creation and is to the best of our knowledge accurate and correct. It is intended to give an as accurate as possible insight